



Construction is underway for the new gallery space to house *Into the Lantern* in this photo taken in late January.

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## Farewell, Nathan!

**Senior Curator Nathan Lipfert Retires After 46 Years at MMM**

This April, Senior Curator Nathan Lipfert will retire from the museum after more than four decades. First joining the staff in 1971, Lipfert's tenure has included stints as assistant curator, curator, library director, curator/library director, and finally... senior curator. Over the years, Lipfert has educated hundreds of thousands of visitors (and dozens of museum staffers) on the significance of Maine's role in global history, all with extraordinary patience, a sense of humor, and an unbridled enthusiasm for all things maritime. Thankfully for all of us, Nathan will continue to share his knowledge as a museum volunteer. Thank you for everything, Nathan!



Nathan, on left, with Curator of Exhibits Chris Hall, circa 2009.

"Resembling the bluewater voyages that he has studied for over 40 years, with their mix of drama, tedium, hard work, fellowship, and occasional celebration, Nathan's passage with MMM has been, above all, an extraordinary feat of exemplary loyalty and a deep belief in the goal of the mission, a terrestrial version of reaching a distant landfall in good order, with all hands, and a dry cargo. His acumen has guided both curatorial and library collections into the unparalleled depth and breadth they now possess. With indefatigable patience and a well concealed wit as dry as the single malts he favors, Nathan has been a willing pilot to all who have requested guidance through the crosscurrents and shoals of maritime arcana. In short, he has become synonymous with the institution." —Curator of Exhibits Chris Hall

"For the past few years, Nathan has done a monthly collections show-and-tell with staff. During my first year at the museum, I got weekly one-on-one versions as I was learning the ropes of the library. He would select a gem from the collection to tell me about; things that were rare in their beauty or rare for their age, things important to Maine or to worldwide maritime heritage. I came to the museum as more of a history person than a maritime person and pretty fresh out of college. This had the potential for an intimidating start, especially working for someone with over three decades of experience. However, under Nathan's wing, I always felt like my contributions were valued and that (beyond it being his job) he enjoyed sharing his knowledge with me.

"I will admit to using his amazing memory as a shortcut instead of spending significant time searching for the answer to obscure questions. He can rattle off book titles, and their authors, like nobody's business!

"Most of the time, new acquisitions are brought to us,



Nathan with a group of school kids in the '80s at the museum's former location: the Sewall House on Washington Street.

but once in a while there is need for curatorial staff to travel to pick up donations to the collection. In 2009 a couple memorable trips transpired. Nathan, Chris Hall, and I headed down to Barnstable, Mass., to collect the bequest of a large maritime collection from Ken Kramer on the hottest days of the year. We travelled four hours each way in a moving truck with no air conditioning, passed under a bridge with literally one inch of clearance to spare and together, dripping in sweat, lugged huge boxes and various objects (several hundred things) from all corners of a sizeable home



Kelly Page and Nathan unpack a collections donation in 2007.

and a barn. Earlier in the year, Nathan and I ended up on the side of the road somewhere on Route 1 in a broken down moving truck while on our way to Sedgwick to pick up some furnishings original to Donnell House. Thankfully, the truck was still empty at that point." —Registrar Kelly Page

*See Farewell, Nathan! page 2*

## Current Exhibit



**THROUGH THESE GATES:  
MAINE SHIPYARD  
PHOTOGRAPHY 1858-2016**

On view through  
September 24, 2017  
John G. Morse Jr. Gallery

Heather Perry



## Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

## Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

## Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

## For Nathan Lipfert, with appreciation

Nathan Lipfert already had 35 years of experience at Maine Maritime Museum when I showed up in 2006. And now, 10 years later, he'll be retiring from the museum he has dedicated his life to building. There are some big, important projects featured in this issue of the *Rhumb Line*: the success of the *50 Forward* Campaign, the new Lantern Room exhibit, and the schooner *Mary E* that we are so excited to acquire and restore. We have also started planning a major project that will create a more welcoming and accessible "First Impression" for museum visitors. Because Nathan has had a hand in each one of these future projects, as well as all the many projects and improvements of the past, we dedicate this issue to him.

Each of us who work with him respect the breadth and depth of knowledge he has about maritime Maine; about the museum in general, about Bath, about maritime history in New England and the Maritimes, about American history and how Maine's maritime heritage shaped the history of our country. How easy it has been to simply "ask Nathan!" when searching for some detail about a vessel, or a Bath shipbuilding family, or some obscure shipbuilding tool, or the name of the president of BIW when it was sold to General Dynamics... occasionally the curator can be stumped, but not often! So it is a great relief to know that Nathan plans to spend time at the museum after his retirement working on the research and writing projects he had never had time for when the daily operations of the museum were so pressing.



He once complained that people expected him to know everything, saying, "20,000 ships were built in Maine and I don't know every one of them." But we don't believe it.

Amy Lent  
Executive Director

P.S. I know many of you have memories and stories about interactions with Nathan over the years and I encourage you to share them on the museum's Facebook page.

## Farewell, Nathan! (continued from page 1)

"An obscure term caught my ear a few days after my arrival at MMM. With his customary patience, Nathan was demonstrating how to navigate the documents and photographs stored on the computer system. At random he opened a photograph of three people carrying a long, thin, square-sided piece of wood, and exclaimed with enthusiasm, "Look! A horning pole!" What ensued was an hour-long diversion as we romped through books, sketch plans, and historic photographs, holding a lively discussion of shipbuilding techniques. And by lunchtime, I was reminded that, for as long as I have known Nathan (since we were both young curators, sometime in the last century), he has thrived on delving into the details of shipbuilding and maritime history.

But what, you may ask, is a horning pole? Sharp-eyed readers of *The Rhumb Line* already know. The rest of us will



Nathan passes the baton to MMM's new Chief Curator Anne Witty.

have to ask Nathan, from whom we all wish to get as many details as possible before he (gulp!) retires."

—Chief Curator Anne Witty

## The Merrymeeting Bay Trust Continues Funding Support of Museum's Environmental Education Programs



by Jason Morin,  
Director of Public Programs

Maine Maritime Museum has been fortunate to receive educational funding support from The Merrymeeting Bay Trust for ecology-oriented educational programming since 2009. Over the past eight years the museum has offered educational cruises, kayaking expeditions, and summer camp programs, and in 2016 the trust funded the acquisition of the museum's cruise boat *Merrymeeting*, which serves as a floating platform for educating the public about Merrymeeting Bay.



Thanks to the ongoing support from The Merrymeeting Bay Trust, thousands of people have participated in rare and unique opportunities to explore and engage with Merrymeeting Bay's extraordinary ecological vitality and abundant wildlife in ways that are both educational and extremely fun. In 2017 The Merrymeeting Bay Trust will again support educational programming in the form of Merrymeeting Bay cruises, four weeks of summer camp for youth ages 7-11, 20 scholarship positions for camp, and a free educational field trip and cruise program for fourth-grade students from the communities that surround Merrymeeting Bay.

This field trip program is one that we are most excited about and feel has the most impact. In 2016 the museum developed a Merrymeeting Bay field trip aboard Merrymeeting. In the inaugural year of the program 287 fourth-grade students from Bath, Bowdoin, Bowdoinham, Topsham, Woolwich, West Bath,

Dresden, and Richmond participated. These students, many of whom had never been aboard a boat before, were introduced to the history of the bay, and the roles their communities played in that history. Additionally, they experienced sturgeon leaping out of the water, bald eagles soaring, and even seals basking in the sun on the rocks. All of these experiences coalesce into an understanding of and appreciation for the bay.

The museum wishes to thank The Merrymeeting Bay Trust for its continued support of these wonderful programs and the tremendous opportunities that they provide for our local youth.

## *Into the Lantern Under Construction!*



A look at the progress of construction in mid-January.

Construction of the gallery addition to house the new exhibit *Into the Lantern: A Lighthouse Experience* is well underway and on schedule to meet our June opening! See page 6 for details on the grand opening celebration. Plus, we'll have complete coverage of the new exhibit in our Summer 2017 issue of *The Rhumb Line*!

## Around the Museum



Flashback to last fall, the museum's pumpkin boat entry in the 2016 Damariscotta Pumpkin Regatta, the "Pumpwalt DDG-1003" was the crowd favorite! As has become tradition with MMM-built pumpkin boats: what we lacked in speed and maneuverability, we made up for in style!



This year we expanded our popular holiday programming with the opening of Captain Christmas' Magical Boatshop, a projection animation/musical installation in the Mould Loft. We also added a holiday cocktail party: Mixers & Merriment. The crowd at the sold-out event sampled festive libations created by some of Maine's craft distillers. Our annual kids' holiday event saw a great turnout, with many families stopping by to see a performance of *The Grinch* from our friends at Frogtown Mountain Puppeteers, and to chat with Santa and Captain Christmas.



# Symposium

## Walker Maritime History Symposium on Saturday April 29th

### *A Curator's Discovery*

This year, which will be the 45th year that this museum has presented a symposium of maritime history, the focus will be on museum curators and the job they do. One important aspect of the job is learning things about the wonderful treasures their museums contain, and making that knowledge accessible to the public.

Our speakers have all held curatorial positions that involved some fabulous maritime collections. They were given the following instructions for preparing their lectures:

1. It has to be about a thing – an object, document, photograph, chart, drawing, etc. It could be about a group or class of things.
2. It has to be maritime – either the thing itself or the story that goes with it.
3. It has to have a story.
4. The story has to be something that you have revealed, discovered the significance of, or proved, either by coincidence or by hard labor.
5. It has to be amazing, or at least very cool (the thing itself or the story).



Reserve the date – Saturday, April 29, 2017 – and join us for the day. It will end with fish house punch.

### **Schedule of Events**

<b>8:00 am</b>	Registration, coffee
<b>8:45 am</b>	Welcome, Amy Lent, Executive Director
<b>8:55 am</b>	Introduction, Nathan R. Lipfert, Senior Curator and Anne Witty, Chief Curator
<b>9:00 am</b>	<b>Ben Fuller, Curator, Penobscot Marine Museum</b> "Look at the Painting!"
<b>9:50 am</b>	<b>Cipperly Good, Collections Manager/Assistant Curator, Penobscot Marine Museum</b> "A Hidden Maritime Collection Inland: Remembering the Battle of Valcour Island"
<b>10:40 am</b>	Coffee and informal discussion
<b>11:10 am</b>	<b>Paul O'Pecko, Vice President for Collections &amp; Research, Mystic Seaport</b> "Ye Olde World War I, One Hundred Years Later: Commander W.H. Coates and His View of Naval Warfare"
<b>12:00 pm</b>	Lunch
<b>1:30 pm</b>	<b>Anne Witty, Chief Curator, Maine Maritime Museum</b> "Charting Disaster: Captain Bob Bartlett and the <i>Karluk</i> "
<b>2:20 pm</b>	<b>Eric Ruff, Curator Emeritus, Yarmouth County Museum, Nova Scotia</b> "A Man in the Water: A Portrait of the Bark <i>Mizpah</i> "
<b>3:10 pm</b>	Coffee and informal discussion
<b>3:40 pm</b>	<b>Nathan Lipfert, Curator Emeritus (as of April 14), Maine Maritime Museum</b> "A New Awareness: The Truth About Horning Poles"
<b>4:30 pm</b>	Fish house punch reception

# From the Curator

## Of Ironwork, Perseverance, and Rediscovery



by Anne Witty,  
Chief Curator

As our readers know well, the maritime world has its own peculiar language. Esoteric words and phrases designate specialized objects, tools, gear, structures, maneuvers – making for a bewildering array of obscure terms. So it is with elements of the rig, those essential parts that allow a vessel to gather wind in her sails and move forward.

Joining Maine Maritime Museum in January, I began rediscovering sea terms and language as I get to know the museum collections again. On a warmish winter day I found myself in the Percy and Small shipyard, intrigued by pieces of the great schooners in the blacksmith shop exhibit. These objects are almost inconceivably large, and carry strange and evocative names. One that caught my eye is a dolphin-striker, a wooden spar tapered at both ends and reinforced with ironwork.

The dolphin-striker functions as an integral part of a vessel's standing rigging, providing strength to the bowsprit and jibboom. Specifically, along with its associated rigging, it distributes the enormous upward strain of the headsails. And as its name implies, the dolphin-striker is installed beneath the bowsprit... not exactly plunging into the water, but looking as if it might. (Or, as sailors might explain it, providing a place to stand in order to spear large fish or marine mammals.) It is rigged at the point where the jibboom is doubled to the bowsprit.

Going deeper, we find that dolphin-striker is a nickname for a martingale boom, another esoteric term. According to John G. Rogers' essential reference *Origins of Sea Terms* (1984), "martingale" derives from a Middle English word for a strap that prevents a horse's head from moving up too much. As sailing vessels adopted longer bowsprits in the late 18th century, the standing rigging came to include stays and spars to hold the bowsprit from moving upward. Hence "martingale" was borrowed from the horse world to describe the new stay running from the tip of the bowsprit back to a downward-rigged strut or martingale boom – nicknamed the dolphin-striker.

Having solved the mysteries of naming, I was curious about this particular example. It turns out to be from the well-known "Wiscasset schooner" *Luther Little*, a large four-master that together with the schooner *Hesper* was laid up along the waterfront for many decades. At some point, perhaps around the mid-1970s, the dolphin-striker fell off or was removed from the bowsprit of the *Luther Little*. But it did not make its way into the museum collections until quite recently.

The schooners are still a vivid memory to many. The two large four-masters nestled together on the riverbank near Route One for decades after 1932, when they were brought to Maine for a railroad shipping scheme that fell victim to the Great Depression. Frequently the subject of photographs and artwork, as well as songs and poems, the "Wiscasset schooners" were a playground for hundreds of children. People pored over the hulls, wondering whether the vessels would ever be preserved and "salvaged" bits and pieces as souvenirs.

Eventually, romance turned to ruin. Deemed a public nuisance and a hazard, both hulls were broken up in the late 1990s. Maine Maritime Museum eventually acquired some pieces of the schooners, but many other elements had vanished into private hands. The *Luther Little*'s dolphin-striker was one such piece.

In late 2016, schooner captains Doug and Linda Lee of Rockland – always sharp-eyed and persistent in pursuit of historic schooner gear – spotted the dolphin-striker once again for sale. They tracked it down, purchased it, and donated it to the museum. It had wandered around, been sold at least twice, and enjoyed a second life as an ornamental garden feature. Luckily for its preservation, it was kept under cover for a long while. And how lucky for the museum to have such generous friends, with both the ability and know-how to move an extremely large object!

It wasn't the first time the Lees had pursued this piece. When it came up for sale in the 1990s they narrowly missed it. But perseverance pays off, just as iron-work endures. Today the *Luther Little*'s dolphin-striker makes an important addition to the blacksmith shop exhibit, where it joins other examples of large-scale vessel gear of wood and iron... and awaits your rediscovery.



The dolphin-striker or martingale boom shows clearly in this 1930s image of the four-masted schooner *Hesper*, laid up at Wiscasset next to the *Luther Little*. Courtesy of Lydia Kitfield.

### Upcoming Exhibit

#### PULL TOGETHER: MARITIME MAINE IN THE 1914-1918 GREAT WAR

October 7, 2017 to June 10, 2018



Built at the G.G. Deering shipyard at the south end of the museum's property, the *Dorothy B. Barrett* was shelled and sunk by U117 off Cape May, NJ, August 14, 1918.

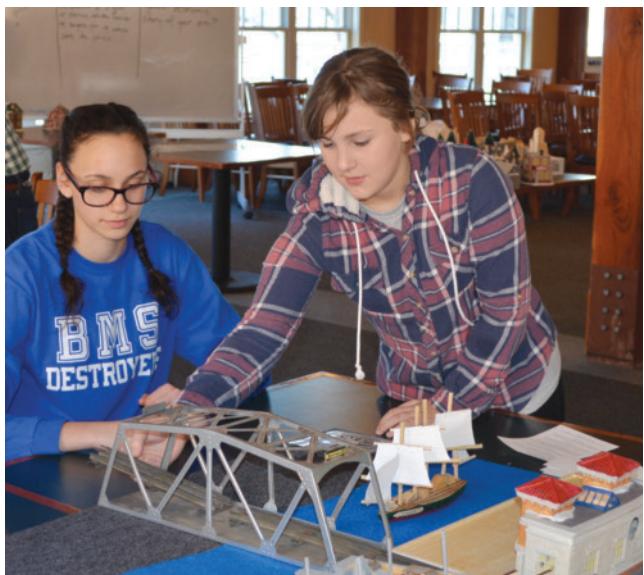
*Pull Together* will examine Maine's contributions (and losses) of ships, resources, and personnel in the first World War, including Bath-built commercial sailing vessels sunk (or missed) by the German navy, coastal defenses and patrol craft, and the service careers of Maine-born mariners and Maine-built ships of all kinds, from yachts to four-

stackers to submarines. Other related topics will include life in the "delirium" of wartime Bath as revealed in contemporary newspapers, propaganda, posters, photography, and other original collection sources at Maine Maritime Museum.

# Upcoming Events

## RSU 1 Student-Curated Exhibit: *Commerce, Culture, and Community: the Sewall Family Shipbuilders*

March 31 to May 14



This student-designed exhibit highlights the story of the famed Sewall family of Bath. Over the past school year, approximately 160 seventh-grade students from our local community have benefited from a new educational initiative at the museum in which students study material culture from our collections to better understand the community in which

they live. Utilizing the history of the Sewall shipbuilding family, students have explored the Sewall fleet's connection to cultures throughout the world, the daily life and stories of their vessels, captains, and crew, and the Sewall family's role in shaping the community of Bath at the onset of the 20th century. The program's capstone project is this student-designed exhibit highlighting the Sewall's business, their impact upon the community and what the students have learned about the community. The exhibit opens in the Kramer Gallery on March 31.

## Community Day

May 20, 11 am – 3 pm

Free admission; Half-price cruises

Come enjoy an afternoon at Maine Maritime Museum as we celebrate the start of our peak season. The day kicks off with the raising of the flags over the *Wyoming* evocation and cannon fire at noon signaling the official start of our seasonal tours and activities. Come see the museum's latest acquisition, the historic schooner *Mary E* as she's restored on the grounds of the museum. Our summer cruise season also begins on this day with reduced cruise prices, and of course, plenty of kid-friendly activities.

## Grand Opening of *Into the Lantern: A Lighthouse Experience*

June 17, 10 am – 3 pm

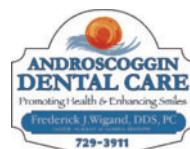
\$6 admission, kids under 12 Free



Join us to celebrate the opening of our new permanent exhibit *Into the Lantern: A Lighthouse Experience*. This truly unique exhibit features a full-scale replication of the Cape Elizabeth Two Lights lighthouse tower lantern room. Visitors will be able to see the original second-order Fresnel lens from the east tower at Two Lights and experience the environment of the lantern room through time-lapsed video projections featuring a panorama of the Gulf of Maine that will change with the weather and seasons. This exhibit will be the first of its kind anywhere. During the grand opening visitors can chat with representatives of numerous Maine lighthouse organizations. The museum will offer discounted lighthouse cruises, as well as games and activities for the kids.

## Navigation Classes

Sponsored by



### Navigating Midcoast Maine

Mondays and Wednesdays, April 17-26, 6-8 pm

Members \$76; nonmembers \$95

This introductory navigation course uses charts of the Boothbay area for instruction. You'll learn how to read charts and become familiar with the coastal waters between Small Point and Pemaquid. Problem sets will help you plan cruises and understand information found on charts, e.g. buoys, lights, water depth. True and magnetic headings, variation, lines of position, chart symbols, piloting, latitude and longitude, dead reckoning, and aids to navigation are explained. The Three Rivers chart (#13293) and a navigation principles handout are included.

## About Boating Safely

Mondays and Wednesdays, May 15-24, 6-8 pm

Members \$68, nonmembers \$85

In this beginner boating class you will gain the basic knowledge to safely trailer, navigate, and operate a small vessel. This class will give you all the information needed to obtain a boat license or safety certification that many states are beginning to require. Many boat insurance companies will offer discounts on boating insurance to boaters who successfully complete About Boating Safely.

## Suddenly In Command Boating Class

Monday, June 19, and Wednesday, June 21, 6-8 pm

Members \$44; nonmembers \$55

This is the ideal course for those who enjoy boating but are not often at the helm. Boating problems and emergencies can occur, and you may find yourself suddenly in command. How can you get help? How can you get to shore? What can you do if boating mishaps arise? This course covers some essential boating information about what to do in these situations.

## Summer Camp



### Kennebec Explorers Camp (Ages 7-11)

June 26-30; July 24-28; August 7-11; August 21-25

Two-week advance registration required

Limited to 20 campers per session

Members \$220 per week; nonmembers \$275 per week

\* Early drop-off & late pickup \$25 additional

This five-day camp led by Maine Maritime Museum will help foster your child's natural curiosity for history and science. Campers will explore the unique ecosystem of Merrymeeting Bay and the dynamic history that makes it one of America's great waterways. Planned outdoor excursions and guided activities include hands-on projects, site visits to historical locations, boat cruises and kayak trips on the bay. Learning has never been so much fun, and campers gain a sense of stewardship for this special place.

*This program is made possible thanks to support from the Merrymeeting Bay Trust.*

# 50 Forward Campaign Conclusion

## 50 Forward Success and Conclusion



by **Jack Parker, Trustee and 50 Forward Chair** and **Amy Lent, Executive Director**

It is with great pride and a sincere sense of appreciation that we share with all of you, who care so much about the museum, the final results of the *50 Forward Campaign*. The campaign was the single most important undertaking at the museum in years, and, thanks to all who contributed, it was enormously successful for MMM.

Starting in 2012, a discussion among the Board of Trustees about a potential fundraising campaign began as a way to commemorate the museum's 50th anniversary, to build the museum's financial reserves (which would in turn generate additional investment income to support the museum's mission for the next 50 years), and to fund several long-intended capital projects. Thus, in March of 2013, the *50 Forward Campaign* was officially established—with over \$1 million already committed by several earnest supporters.

We're proud to announce that with a lot of time and dedication from Trustees and staff since then, between campaign gifts and generous bequests the museum has raised \$5.7 million, with over \$3 million of that total allocated to reserves. Once all pledges are realized, we will have increased the museum's reserves by over 40%, which is a tremendous increase in resources!

With the introduction of two new major projects that require additional



funding from the museum community, the Board of Trustees along with museum staff determined in September 2016 that it made sense to bring *50 Forward* to a close and focus on these new and distinct project-specific funding requirements. (It's also important to note that as a matter of policy, funding for every major project includes an amount set aside for reserves.)

What's just as tremendous as the financial outcome is the fact that *50 Forward* was successful without reaching too far beyond our closest group loyal supporters, which includes Trustees, Compass Circle donors, and museum volunteers, plus a few special gifts from foundations. We'd like to particularly thank the Board of Trustees, past and present, whose generosity carried us forward and provided the lion's share of funds raised. And, even as they supported the campaign generously, annual Trustee giving remained strong—and in fact increased. We also want to thank the Campaign Committee members and museum staff who helped in ways too numerous to mention here.

Our next two major projects will be of great interest to the full museum membership and general populace—and we look forward to working with you all to make the museum an even stronger asset for the state of Maine.

Maine Maritime Museum preserves the past, but we don't live in the past, and we work for the future. There is as much reason to look forward as there is to celebrate all that has taken place. Throughout the pages of *The Rhumb Line*, you will see very clearly why we can say with certainty that the next 50 years forward, and then some, are very bright indeed.

## 50 Forward Campaign Achievements

### Interpretive Infrastructure Projects

#### *Into the Lantern: A Lighthouse Experience*

With construction of the new gallery well underway, we wait in great anticipation for the public grand opening of *Into the Lantern* on June 17! The exhibit will give everyone, including people with disabilities, the experience of being at the top of a lighthouse, all the while being transfixed by the gleaming beauty and scientific ingenuity of a 2nd-order Fresnel lens. The next issue of *The Rhumb Line* will contain the full story, so you'll have to wait until then to hear more!



See *Achievements* page 8

## 50 Forward Campaign Achievements (continued from page 7)



### **Lobstering & the Maine Coast Exhibit**

MMM now offers the largest and most comprehensive exploration of Maine's culturally and economically preeminent industry,

thanks to supporters of *50 Forward* and collaboration from Maine's fishermen, scientists, dealers, the Department of Marine Resources, and others associated with the industry from all over the state. With its trap-to-table story, historic and current photos and information, interactive screen with personal lobstermen and women's stories, and try-it-yourself trapping and hauling equipment, the exhibit will always remain a visitor favorite. And don't forget the Lobstermobile, in itself a gift-in-kind to the museum, which continues to serve as a unique and entertaining ambassador of the museum.



### **Kenneth D. Kramer Blacksmith Shop**

The addition of the Kenneth D. Kramer Blacksmith Shop exhibit completed the shipbuilding story of the 19th century Percy & Small shipyard. The interpretive building houses impressive examples of the massive iron forgings that were produced there and allows for actual blacksmithing demonstrations by volunteers and community craftsmen for special events.



### **Masts of Wyoming**

With the addition of the schooner's six masts, the *50 Forward Campaign* brought the completion of the *Wyoming* interpretive sculpture. Museum visitors who see the largest outdoor sculpture in New England for the first time stand in awe of the sheer size of the magnificent ships that were built along the Kennebec and the ingenuity of the people who built them. Now with tall beams of light illuminating the sculpture's masts and stern (and soon the bowsprit), the *Wyoming* sculpture stands night and day as an icon of Maine's proud maritime heritage. Campaign donors can be especially proud of this!



## Accessibility and Innovation Through Technology

Innovative technology helps to bring history to life and allows the museum to stay responsive to visitor expectations. The Campaign brought special technological advances to MMM, and campaign reserves will continue to shape new audio-visual capabilities that complement the museum's changing and permanent exhibits. Campaign projects include:

- The Bath Savings Institution Orientation Theater which features a video introduction to the 19th century Percy & Small shipyard and helps with Americans with Disabilities Act compliance and winter season education
- High-grade audio-visual equipment in Long Reach Hall for corporate and special events
- Campus-wide Wi-Fi, making new and unique events and programming possible, such as the popular Pokemon Go events over the summer
- Creative, highly-animated video projection such as that used in Captain Christmas' Magical Boatshop held in the Mould Loft over the holidays



## Stewardship, Preservation, and Education

The most critical achievement of the *50 Forward Campaign* is the more than \$3 million raised for financial reserves, which will contribute to the continuing vitality of the museum. These are the hardest dollars to raise in any campaign. We extend our thanks to every donor who made an unrestricted gift, demonstrating your strongest confidence in MMM leadership.

A minimal amount of reserves are used each year toward those things that are at the heart of our mission: **stewardship, preservation, and education.** Our historically important buildings, artifacts, and exhibits are the unique tools that staff and volunteers care for, interpret, and share with the public. Since MMM does not receive governmental support (except for competitively awarded grants), financial reserves for collections care, capital projects and operations are essential for the museum's long-term sustainability.

*50 Forward* has bolstered support for all of the educational activity that goes on at MMM, including programs that teach about our maritime history, the lobstering industry, all aspects of Maine shipbuilding, lighthouses, marine ecology, boating safety, and much, much more.

A new and notable program has developed as the direct result of the care and commitment of campaign donors. The **Sense of Place** program started in the 2016-2017 academic year in Regional School Unit 1 (Bath and small surrounding communities) and includes collaboration with district administrators and teachers, with the purpose of bringing students closer to their maritime heritage. Every second and fourth-grade student visits the museum at least twice a year for field

trip lessons, and all seventh-grade students from the district will visit multiple times for a primary source research project, which will result in a Kramer Gallery exhibit. Congratulations to everyone involved in this program, and our deepest thanks go to the donors, who from the very beginning, recognized the loss if these local kids were not better connected with their proud heritage.



## 50 Forward Campaign Honor Roll

Maine Maritime Museum extends deepest appreciation to each and every campaign contributor

### \$250,000 and up

Anonymous, Anonymous Foundation, Charles and Elizabeth Barker, Harry W. Konkel, Kenneth D. Kramer, Jack and Susan Parker, Marjorie D. Twombly, Estate of Dorothy L. Weber

### \$100,000—\$249,999

Anonymous, Geoffrey and Lindsay Alexander, Bath Savings Institution, Stephen and Joanne Caulfield, William and Sally Haggett, The Mildred H. McEvoy Foundation, Charles and Gerry Orem

### \$75,000—\$99,999

Richard and Doris Lemieux

### \$50,000—\$74,999

Terry and Sally Gray, Harold A. McInnes, National Maritime Heritage Foundation, Portland Head Light Fund, Reed & Reed, Inc., Bill and Mary Earl Rogers

### \$20,000—\$49,999

Bar Harbor Lobster Company, Inc., Gregory and Donna Barmore, Lewis and Susan Cabot, The Family of Lobsterman William E. Gatchell, Davis Family Foundation, The Edgard and Geraldine Feder Foundation, GE Foundation, Marjorie and Jeffrey Geiger, William and Sally Gemmill, Robert D. Kaltenborn, Stephen and Tabitha King Foundation, Jane P. Morse, The Morton-Kelly Charitable Trust, Timothy and Maren Robinson, Clifford and Susan Russell, Dugan and Lynn Shipway, David and Sandra Weiss, Charles D. Whittier, Craig and Jane Williams

### \$10,000—\$19,999

Beth Kubik and Tom S. Hanson, Bruce and Alicia Howes, Glenn and Ellen Hutchinson, Martin and Elizabeth Lakeman, John and Kathleen Reny, John and Sheila Zittel

### \$5,000—\$9,999

Greger and Peggy Anderson, George and Ellen Browning, Cozy Harbor of Maine, James and Joan Drake, East Coast Seafood, Jacqueline Fawcett, John, Elizabeth, Louis & Kelley Frumer, Sara T. Graves, Greenhead Lobster LLC, Hamilton Marine, Ray and Diane Hender, Rodger and Jillian Herrigel, Chet and Cathy Hopkins, Elias M. Karter, Robert and Ruth Kingsbury, Richard and Virginia Kurtz, Karl and Joan Lauenstein, Amy and William Lent, Machias Savings Bank, Maine Coast Shellfish LLC, Maine Sea Grant, Michael and Rande May, Deborah and Chris Oliver, C. Warren and Lorraine Ring, Joseph and Susan Spagnola, Mary Louise and Phineas Sprague, Dana and Elizabeth Twombly, U.S. Economic Development Administration, Elena D. Vandervoort, Thomas and Debrah Yale

### \$3,000—\$4,999

Paul and Giselaine Coulombe, First Federal Savings, Richard and Reta King, Martha and David Reischneider, John and Susan Ross, Jim and Nancy Wilkes

### \$1,000—\$2,999

Anonymous, Atlantic Motorcar Center, George and Deborah Barker, Al and Lee Barth, Bob and Carol Bernier, William and Frances Bowen, Walter and Elizabeth Cantrell, Mary and Beverly Curry, Dix and Nancy Druce, Christopher and Jane Flower, Pat and Rebecca Gallery, Peter and Mabel Gerquest, Marshall and Catherine Goldman, David and Patricia Hayward, Erik K. Hayward and Carrie Duley, William Hetzel, Chuck and Shelby Hodgkins, Inland Seafood, Janice Kauer and Michael Barndollar, Warren and Susan Lammert, Constance C. Lewis Hooker, Maine Antique Dealers Association, Maine Lobster Marketing Collaborative, John and Elizabeth Morse, P.W. Sprague Memorial Foundation, Peter and Pamela Plumb, Red's Eats, Peggy Schick and Jeff Pinnette, Sam and Kayda Selby, Meredith S.S. Smith, Sally Spear, Seth and Laura Sprague, Ray and Mary Swain, Jeffrey Tarbox, Jennifer Yahr

### Up to \$1,000

Peter and Becky Alter, Verna Andrews, Joel and Kim Bassett, Cynthia Baughman, David C. Bellows, Mark and Jane Biscoe, Mercer and Mary Louise Blanchard, Philip C. Blauvelt, Gene and Peggy Blumenreich, Sigrid C. Bott, Andrea and Frank Bourn, Ivon Boyer, Charles E. Burden, William and Karen Burke, Stephen H. Busch, William and Suzanne Bushnell, Tom and Robyn Butler, Kimberley and Christopher Byrd, Janice Cellana, Dina Michael Chaitowitz, Chevron Matching Grants Program, Albert and Gladys Coffin, Geraldine N. Coombs, David and Patricia Crump, Joanne Dauphinee, Gregory and Susan Doak, Arthur and Carol Dresser, Peter and Susan Dublin, John and Deborah Farnham, Ronald and Jean Flink, Peter and Teresa Fogg, Bill and Karen Gallagher, William and Marguerite Gatchell, Richard and Cate Gilbane, Edward S. Gilfillan, Gilman Electrical Supply, Marnie Hackenberg, Virgil and Nancy Hancock, Scott Harden, Michael L. Hetzel, Anne K. Hewes, Caroline M. Hibbard, Melvin and Jean Hodgkins, Michael P. Hofmann, Nick and Joan Hurd, Polly W. Kaufman, David and Judith Kelly, Cy and Gail Kendrick, Bruce and Joan Knight, Michael R. Kramer, Emily Lane, Wendell and Suelle Large, Le Garage, Kent and Ernestine Lawrence, Karen and Dennis Leveille, Ann M. Lewis, Ed and Barbara Lovely, Lloyd and Lorraine Lowell, William A. Lowell, Bob and Judi Mansfield, Peter Martin, Stephen and Sherry Masters, Robert and Constance McChesney, Thomas and Ellen McMahon, Wayne and Phyllis Milstead, Frances K. Moon, Ben, Deb and Claire Morse, Morse High School Class of 1969, Don and Judy Murphy, Nancy J. Nitikman, Anthony and Jo-Anita Norman, Lincoln and Allison Paine, David and Susan Patton, Edwin H. Pert, Marjorie N. Platou, David and Elisabeth Pratt, Marilyn E. Reed and Peter White, Daniel and Elinor Redmond, Joe, Carrie, Rob and Sue Reevy, Wayne and Lynn Robbins, Lorraine V. Robie, Rebecca Roche and Jason Shaw, John and Mathilde Rothwell, Richard Lee Rotnem, Dennis and Patricia Ruppel, Gregory T. and Pamela J. Salerno, Carole L. Sargent, John and Kathy Settelen, Nicholas and Jeanne Sewall, David and Trisha Sheaff, Julie Sheehan and Caroline, Charles, and Charlotte Emerson, John and Laurel Spear, Richard and Shyla Spear, James and Joyce Spencer, Kurt Spiridakis, Nicholas and Helen Spiridakis, Peter and Carolyn Stackpole, Gerald and Carol Stergio, David and Paula Swetland, Jack and Sibyl Tingley, Jay M. Trudeau, Bob and Sharon Trabona, John and Nina Trumper, Lynne M. True, Evelyn M. Watt, Bath Area Family YMCA

### Generous Gifts-in-Kind

Barba + Wheelock, Boston Lobster Feast, Colby Company Engineering, Crooker Construction LLC, Garbo Lobster, Genuine Forgery, Chris Hall, Robert McEvoy, J.R. Phillips Consulting, Reed & Reed, Yale Cordage, Zachau Construction

# From the Boatshop

## Mary E is Coming Home!



by **Kurt Spiridakis**,  
Director of Watercraft and Traditional Skills

As most of you know, in December the Board of Trustees approved the acquisition of the historic schooner *Mary E*. Built in Bath in 1906, she is believed to be the oldest Bath-built wooden schooner still afloat. The museum will complete her restoration (started by her previous owner) over this summer, and will launch her in spring 2018.

Preparations for *Mary E*'s arrival to the museum and subsequent rehabilitation are underway, and we are excited and confident about our ambitious plans for her. Here is a timeline of events for the next 14 months:

- *Mary E* will leave Pelham, N.Y., on the afternoon of April 15. I will be on board, along with her captain and crew of the previous three years. We plan to stay close to shore, and our voyage will take us through the Cape Cod Canal. We anticipate the trip will take a week.
- When the *Mary E* arrives in Bath, the public will be welcome to join us in welcoming her. Due to the variables involved (weather, etc.), we won't know the exact arrival time/date until we get underway, but we will update our website, Facebook, etc., as details become available.
- *Mary E* will then be hauled out at the South End Boat Launch, about a quarter-mile from the museum. Dayton Marine of South Portland will bring her to the museum and offload her.

An extensive rehabilitation is planned, including a full deck replacement, replacement of deck houses and structures, and replacement of some planks above the waterline. We expect this rehabilitation to begin around May 5 and take six months to complete.



Kurt Spiridakis (left) and Andros Kypragoras.

We have a renowned shipwright leading the project – Andros Kypragoras. Andros has an impressive resumé working on large wooden vessels around the country, most recently managing the restoration of the schooner *Bowdoin* for Maine Maritime Academy. He is a great communicator and has a deep understanding and passion for the preservation of traditional skills. He is adept at managing a large-scale project while providing reasonable access to volunteers and visitors. He will have a full-time crew of two additional shipwrights and will be assisted when possible by our Boatshop volunteers.

In order to protect *Mary E* during this rehabilitation and provide cover for the shipwrights, visitors, and staff, we are constructing a 30' x 80' "restoration pavilion" as a temporary structure. This will sit perpendicular to the fitting-out pier and be visible from anywhere in the shipyard.

*Mary E* will stay in the shipyard and under the pavilion through the winter. In spring 2018 we will make her ready for launching, painting and varnishing her hull and deck. As of this writing, launch is scheduled for May 2018. For updates, pictures, and revised timelines, please visit the official *Mary E* webpage, [www.mainemaritimemuseum.org/mary-e](http://www.mainemaritimemuseum.org/mary-e). I'll be posting photos as soon as I get down to her in April.

## Get Your Tickets for the 2017 Boat Raffle!

Newly restored in the Boatshop, this 12' Whitehall-style pulling (rowing) boat was originally built in 1994, and refurbished in 2016. She is planked in cypress, framed in oak, and trimmed in teak and mahogany. You could be the lucky winner of this beautiful boat! Tickets are \$5 each or five for \$20, and are available at the museum store or online at [MaineMaritimeMuseum.org](http://MaineMaritimeMuseum.org)!



## Boatshop Workshops

### Shaker Box Making Class

**May 17 & 18 or December 6 & 7, 5 to 8 pm**

**Members \$75; nonmembers \$94**

The Shakers are famous for their simple and elegant designs, and the shaker oval box is no exception. Copper nails dress up the swallowtail joints that hold the boxes together. Boatbuilding techniques such as clinch nailing and steam bending are employed, although no woodworking experience is necessary. Each participant builds three nesting oval boxes made from cherry and cedar.

### Adirondack Chair Class

**June 21 & 22 or October 18 & 19, 5 to 8 pm**

**Members \$130; nonmembers \$162**

Learn to build a comfortable and eye-catching Adirondack Chair using the same cedar the Boatshop uses to plank boats! Constructed with durable deck screws, these chairs will last a lifetime with minimal maintenance. No experience is necessary and patterns will be available to take home.



### Stitch-and-Glue Kayak Class

**August 28 to September 2, 8 am to 5 pm**

**Members \$550 plus cost of a kit; nonmembers \$688 plus cost of a kit**



Work for one week under the guidance of local boatbuilder Eric Schade to build your very own kayak or canoe. This class uses commercially made stitch and glue kits by Chesapeake Light Craft; several styles are available. **Eric Schade** is a local boatbuilder who has designed numerous boats offered by Chesapeake Light Craft, including their most popular model, the wood duck. Eric has taught boat building classes up and down the East Coast, most notably at the Wooden Boat School. He has led the construction of over 200 kayaks and canoes.

### Fireside Stool Class

**November 29 & 30, 5 to 8 pm**

**Members \$70; nonmembers \$88**



The fireside stool is held together with glue and wedges, and is a great beginning woodworking project. It's extremely versatile for adults, children and pets alike. You'll find yourself using it all over the house, and your friends will marvel at its artistic beauty. No woodworking experience is necessary – over 150 have been built by our 5th to 8th-grade boatbuilding students.



## In Memory of Jane P. Morse

Ms. Cynthia Baughman  
Ms. Andrea G. Bourn and  
Mr. Frank D. Bourn  
Mr. and Mrs. William Bowen  
Charles E. Burden, M.D.  
Mr. and Mrs. Stephen C. Caulfield  
Ms. Dina M. Chaitowitz  
Mr. and Mrs. Albert H. Coffin  
Mrs. Geraldine N. Coombs  
Ms. Joanne C. Dauphinee  
Mr. and Mrs. Gregory T. Doak  
Mr. and Mrs. John B. Farnham  
Mr. and Mrs. Ronald A. Flink  
Mr. and Mrs. Peter H. Fogg  
Mr. and Mrs. Jeffrey S. Geiger  
Gilman Electrical Supply  
Mr. and Mrs. Terrance H. Gray  
Mr. Erik K. Hayward and Ms. Carrie Duley  
Mr. and Mrs. Rodger K. Herrigel  
Ms. Caroline M. Hibbard  
Mrs. Polly W. Kaufman  
Capt. Harry W. Konkel  
Le Garage  
Mr. and Mrs. Richard N. Lemieux  
Ms. Amy T. Lent and Mr. William D. Lent  
Mr. and Mrs. Lloyd D. Lowell  
Mr. William A. Lowell  
Mr. Stephen C. Masters and  
Ms. Sherry Masters  
Mr. and Mrs. Robert D. McChesney  
Mr. and Mrs. Wayne Milstead  
Mitchell Construction  
Ben, Deb and Claire Morse  
Morse High School Class of 1969  
Mr. and Mrs. John G. Morse IV  
Ms. Nancy J. Nitikman  
Mr. and Mrs. David L. Patton  
Mr. Edwin H. Pert  
Mr. and Mrs. David T. Pratt  
Nicholas and Sara Pratt  
Mrs. Marilyn E. Reed and Mr. Peter White  
Mr. and Mrs. Joseph Reevy  
The Reny Charitable Foundation  
Mr. and Mrs. Wayne A. Robbins  
Ms. Lorraine V. Robie  
Ms. Rebecca A. Roche and  
Mr. Jason A. Shaw  
Mr. and Mrs. William A. Rogers, Jr.  
Mr. and Mrs. Dennis G. Ruppel  
Ms. Carole L. Sargent  
Mr. and Mrs. Nicholas S. Sewall  
Capt. John M. Spear and  
Mrs. Laurel A. Spear  
Ms. Sally Spear  
Dr. and Mrs. James A. E. Spencer  
Dr. and Mrs. Peter W. Stackpole  
Mr. and Mrs. Gerald P. Stergio  
Ms. Lynne M. True  
Mrs. Elena D. Vandervoort  
Mr. and Mrs. David R. Weiss  
Mr. Charles D. Whittier II  
Bath Area Family YMCA

## Your Bequest Helps Ensure MMM's Future



by Peggy Schick,  
Director of Development

I'm very pleased to announce that a bequest in the amount of \$200,000 made by former Trustee and long-time museum member Houghton "Houghty" Trott has been allocated to the museum's unrestricted reserves. These reserves contribute to the museum's long-term sustainability and ensure collections are properly cared for and educational programs remain vibrant.

The museum's collection includes many fine paintings and artifacts from the Houghton Family including objects donated by descendants of Levi Houghton, who came to Bath in 1802 and became successful shipbuilders and salt merchants. The family continues to make gifts to the collection today.

Houghty Trott died peacefully on April 28, 2016. We will miss him and always cherish his lasting legacy in support of Maine Maritime Museum.

A gift by will, known as a bequest, provides the opportunity to create a legacy—once your needs and those of your loved ones have been met. Bequests to Maine Maritime Museum in any amount help ensure our financial future is secure. Making a bequest can also offer prac-

tical advantages, among them that charitable gifts are 100 percent deductible from your taxable estate.

You can make an unrestricted gift that offers the museum the flexibility to use your funding where it is needed most. I would also be delighted to help you create a bequest for a purpose close to your heart.

Funds are usually bequeathed as a residual amount (a share or percentage of your estate) or a specific dollar amount. Your attorney can help you create the bequest, and it is as simple as adding the following language to your will: "I give ( \_\_\_\_\_ dollars or \_\_\_\_\_ percent of the residue of my estate) to Maine Maritime Museum, a 501(c)(3) charitable nonprofit organization located in Bath, Maine."

Other benefits of making a bequest: you have use of the asset while you are alive, and a bequest is revocable. When you let us know of your bequest, you will be counted among the loyal members of the Capt. W.J. Lewis Parker Leadership Society, established to recognize and acknowledge those individuals who have made planned gifts benefiting the museum.

I encourage you to contact me at 207-443-1316 ext. 327 or [schick@maritimeme.org](mailto:schick@maritimeme.org) as a first step. I can help you explore how to accomplish your bequest intentions for Maine Maritime Museum through gifts of any amount.

## Welcome New Members

8/25/2016 – 1/17/2017

William and Patricia Aboud	Amy Footer	James and Jill Morgan
Michael Adams	Brenda French	Alexander and Chrissa Mulholland
Felix Altorfer	Peter and Carolyn Gabbe	Robin Newell
Russell and Wendy Orms	Art and Doni Gaffar	Richard O'Mara
Taffy Appelbaum	Arthur P. Gannett	John and Lili Ott
David Apps	Tom and Beth Goettel	Dan and Carol Palm
Sara Bachelder	Nathan and Erika Gould	Ashley Pestino
Heather Beaulieu	Albert Grankin	Antonio Quesada
Robert Beck and Doreen Wright	Gwen Graver	Albert Rein
Amanda Behnke	Alan and Cathy Gregory	Sarah Rodgers and Trevor Peterson
Rob Bernat	Henry Greig	Wainwright R Roebling
Teeter Bibber	Jennifer Hagen	Stacey Russell
Halcyon and William Blake	Jeanne L. Harrington	Lorna Ryan
Eric Bleicken	Bruce and Catharine Harvey	Patricia Rzeszutko
Daniel and Lauren Bodenski	Bruce Hawkins	Mary Melissa Schmidt
Steven and Eileen Bonine	Josetta Hawthorne	Peter Scott
Patrick and Jennifer Bowdish	Philip A. Helgerson	Melissa Seigers
Brian Brailsford	Amy Hinds	Matthew Shiers
John and Daphne Bronson	Jennifer Hinds	Chelsea Sionni
Angela Bryant	Karen M. Homer	Richard and Ellen Slavin
Carolyn Bulliner	Diane Hoppe	Austin Smith
Jennifer B. Bunting	Nancy Hugger and Sherb Naulty	Tucker and Patrizia Snedeker
R. William and Barbara Burgess	Cameron Jacobs	Henry and Carol Spindler
Bruce and Joyce Caldwell	Lars and Helen Jerlach	Allison Stanley
Martha and Paul Carlson	Robin B. Kittridge	Marlies L. Starbird
David W. Carmolli	James and Patricia Knight	Virginia Sullivan and Brown Williams
Matthew Carroll	Teresa Koster	Walter and Patricia Taggart
Timothy and Marriott Clark	Mr. and Mrs. Richard Krementz	Melody Thibodeau
Linda Copas	Susan Condie Lamb	Peter Thornton and Patricia Kirby
Timothy and Nancy Crowley	James E. Lamson and Michele J. St. Ong	Richard and Laura Timm
Sara Cunningham	Timothy Lerette	Ben and Mariana Tupper
Sally and Dennis Dale	Candace Letizia	Don Turner
Harry Clayton Davies	Paige S. Lilly	Melinda L.W. Turner
Abigail Delano	Ruth and David Lind	Ken and Amanda Walden
Anita and Jim Demetropoulos	Michael and Lynn Lynch	Koree Wallace
John and Karen Dunn	Duane MacLeod	Michael B. Wallace
David and Christine Eames	Clifford Manchester	Ray and Hannah Whitney
Jeffrey M. Emerson	Jonathan L. Mason and Jill M. Steele	David and Susan Wilson
Dave and Melissa Ewald	Charles and Judith Micoleau	Marc and Angela Wood
Anne C. Farrow	Mike and Sherry Missig	
Alex and Cathy Felton	Terry A. Mitchell	

# Celebrating Our Business Partners and Sponsors

## Featured Business Partner Squirrel Point Light

Located a few miles downriver from Maine Maritime Museum, Squirrel Point Light is a treasured resource for many, and this was never more apparent than on Maine Open Lighthouse Day in September when dozens of visitors made the mile-long trek to experience the beauty and history of this special place.

The lighthouse, on Arrowsic Island, is one of four navigational aids dating back to 1898 along the Kennebec River's 11 mile stretch between Bath and the Atlantic Ocean. The U.S. Coast Guard, which owns the property, has granted the nonprofit Citizens for Squirrel Point an indefinite license to safeguard access to the site for the benefit of the public and maritime industry.

2016 marked a turning point in the restoration of the property. With the



help of talented carpenters, the house and barn now sport new roof shingles, the chimney has been repointed, and the barn has a new foundation. Along the way, volunteers hauled off over 5½ tons of debris in a single day.

Citizens for Squirrel Point hopes to complete critical restoration of the keeper's house, the boat shed and light tower as funds are raised over the coming years. Plan a visit or get involved at [www.squirrelpoint.org](http://www.squirrelpoint.org), [info@squirrelpoint.org](mailto:info@squirrelpoint.org) or call 443-2423 or 443-3344.

## Support these Business Partners who support MMM

Business names in **RED** indicate new Business Partners.

### Anchor (\$5,000)

Bath Savings Institution  
Brunswick Hotel and Tavern  
Diversified Communications  
Reed & Reed, Inc.

### Quarterdeck (\$2,500)

Churchill Events  
R M Davis, Inc.  
Hampton Inn Bath  
Lyman-Morse Boatbuilding Company

### Mast (\$1,000)

Atlantic Motorcar Center  
General Dynamics Bath Iron Works  
Carl A. Bickford, Inc.  
Cribstone Capital Management  
Allen Gelwick-Lockton Companies  
Intermarine Incorporated  
Maine Lobster Direct  
Piper Shores  
Sagadahock Real Estate Association  
Westlawn Institute of Marine Technology  
WEX, Inc.  
Yale Cordage, Inc.

### Rudder (\$500)

BEK Inc.  
Bickerstaff's Books, Maps &c.  
Byrnes' Irish Pub  
Chesterfield Associates Inc.  
Cross Insurance  
CTI  
The Dolphin Marina & Restaurant  
Energy Management Consultants Inc.  
Enoteca Athena  
Fairfield Inn & Suites by Marriott -  
Brunswick Freeport  
Great Island Boat Yard  
Hap Moore Antiques Auctions  
The Highlands  
Jeremy Burden, DDS  
**Lemongrass**  
J.R. Maxwell & Co.  
Norway Savings Bank  
Residence Inn Bath/Brunswick  
**Riley Insurance Agency**  
Royal River Boatyard & Repair  
Sabre Yachts & Back Cove Yachts

Schooner Heritage  
Spruce Point Inn Resort & Spa  
Strouts Point Wharf Company  
Thomaston Place Auction Galleries, Inc.  
Thornton Oaks Retirement Community  
UBS  
Winnegance Store & Cafe

### Galley (\$300)

111 Maine Catering  
Ames True Value Supply  
Androscoggin Dental Care  
Anna's Water's Edge Restaurant  
Aurora Provisions  
Bailey Island Motel  
Bath Subaru  
Beale Street Barbeque  
Bert's Oil Service, Inc.  
Betty's Homestyle Cooking  
Brewster House Bed & Breakfast  
The Cabin Restaurant  
**Café Creme**  
Cahill Tire, Inc.  
Cameron's Lobster House  
Chase, Leavitt & Co., Inc.  
Cook's Lobster & Ale House  
Coveside Bed & Breakfast  
CVC Catering Group  
The Daniel/Coast Bar + Bistro  
DiMillo's On the Water  
East Coast Yacht Sales  
Fiona's Catering LLC  
Flagship Inn  
Frohmiller Construction, Inc.  
Gelato Fiasco  
Gilman Electrical Supply  
Halcyon Yarn  
Hallett Canvas & Sail  
Harbour Towne Inn  
Hardy Boat Cruises  
Harraseeket Inn  
Heather Perry Photography  
Henry and Marty  
Holden Agency Insurance  
The Inn at Bath  
James Place Inn  
Kennebec Inn  
Kennebec Tavern & Marina

Knead Thyme Catering  
Land's End Gift Shop  
Le Garage  
**Lexi Lowell Photography, LLC**  
Lie-Nielsen Toolworks  
Lisa Marie's Made in Maine  
Lobster Talk/Lulu Lobster Boat Ride  
Local Sprouts Cooperative  
Mae's Cafe & Bakery  
Maine Lobstermen's Association, Inc.  
Mid Coast Hospital  
Monhegan Boat Line  
The Mooring Bed and Breakfast  
Morton Real Estate  
Mulberry House  
The Music Man DJ Service  
The Mustard Seed Bookstore  
New England Tent and Awning  
New Meadows Marina  
Northeast Security Systems, Inc.  
Now You're Cooking  
O'Hara Corporation  
Plimsoll Mark Capital  
Portland Discovery Land and Sea Tours  
Red Cloak Haunted History Tours  
Red's Eats  
Roger's Ace Hardware  
Sarah's Cafe & Twin Schooner Pub  
Schooner Eastwind  
Seacoast Catering and Lobster Bakes  
Sebasco Harbor Resort  
M.W. Sewall  
Shelter Institute, Inc.  
Sitelines, PA  
soggy dog designs photography  
Solo Bistro  
Soule Soule & Logan  
Sparloft Arts  
Spinney's Restaurant, Guest House & Cottages  
Springer's Jewelers  
Stone Cove Catering  
Taste of Maine Restaurant  
Theriault Marine Consulting, LLC  
Topside Inn  
Trillium Caterers  
Verrill Dana LLP  
Vigilant Capital Management, LLC

White Cedar Inn Bed and Breakfast  
**Wilbur's of Maine Chocolate Confections**  
Wiscasset Motor Lodge  
Woodex Bearing Company, Inc.

### Binnacle (\$100)

*Our non-profit partners*  
The Apprenticeshop  
Big Brothers Big Sisters of Bath/Brunswick  
Boothbay Harbor One Design Association  
Bowdoin International Music Festival  
Bowdoinham Historical Society  
The Carpenter's Boat Shop  
Casco Bay Council Navy League  
Cathance River Education Alliance  
Chewonki Foundation  
Downeast Ship Modelers Guild  
Elmhurst, Inc.  
Frances Perkins Center  
Friends of Merrymeeting Bay  
Friends of Seguin Island Light Station  
Gulf of Maine Research Institute  
Historic New England  
Holbrook Community Foundation  
Hyde Schools  
Kennebec Estuary Land Trust  
Kieve-Wavus Education, Inc.  
Main Street Bath  
Maine Antique Dealers Association  
Maine Built Boats, Inc.  
Maine International Trade Center  
Maine Island Trail Association  
Maine Maritime Academy  
Maine State Aquarium  
Maine State Music Theatre  
Maine's First Ship  
Maritime Funding Association of Maine  
Osher Map Library  
Owls Head Transportation Museum  
Penobscot Marine Museum  
Portland Public Library  
Sagadahoc Preservation, Inc.  
Seacoast Science Center  
Spectrum Generations  
Squirrel Point Light  
Wiscasset, Waterville & Farmington Railway Museum  
Bath Area Family YMCA

# Volunteer Spotlight

## Upcoming Volunteer Events

**Volunteer Recruitment Party**  
April 5, 4-6 pm

**Volunteer Recruitment Party**  
April 13, 4-6 pm

**All-Volunteer Training**  
Required for new and returning volunteers; sign up for one date to attend; 70 people per day  
May 3, 5, or 10, 8:30 am-4:30 pm

**Quartermaster's Day**  
May 18, 8 am-2 pm

**New Volunteer Orientation**  
May 22, 12:30-4:30 pm

## Through These Gates: Shipyard Stories from MMM Volunteers



by Sarah Timm,  
Volunteer Coordinator

On February 8, Maine Maritime Museum unveiled its latest exhibit, *Through These Gates: Maine Shipyard Photography 1858-2016*. The exhibit provides a glimpse into shipyard life and snapshots of the individuals who dedicate their lives to shipbuilding. These photographs are also a collection of stories, showing us the changing nature of shipbuilding over time. When I asked MMM volunteers to share their shipyard stories, I received anecdotes and pictures from individuals with a combined experience totaling over 200 years in the ship/boatbuilding profession. From these stories, I learned about the transformative impact of the economy, technology, and new materials on the way ships were designed and constructed. Enjoy this first of a two-part series spotlighting these MMM volunteers' contributions to the industry.

### Dennis Youland, BIW Guide: BIW employee for 46+ years



Dennis Youland, far left, in BIW Yard, 1986.

“During my 46-1/2 years of working at Bath Iron Works, I held many positions. In the beginning I was hired as a Ship’s Cleaner at \$2.09 per hour. From there I progressed my way through the Paint Department, becoming the

youngest Leadman in the company. Massive layoffs came with the loss of the huge DX contract. I was transferred to the Shipfitting department as a third class Shipfitter. After a year, I was transferred to the Outfitting/Expediting/Test & Activation Department. I then served as Assistant Ship Superintendent, and in 1979, I was transferred to second shift as Waterfront Ship Superintendent. I was promoted to Assistant Night Yard Superintendent and then Night Yard Superintendent. After a major reorganization, I was re-titled Area Supervisor and then Front Line Supervisor.”

### Roger Hewson, Percy and Small Guide: Founder of Sabre Yachts

“I am the founder of Sabre Yachts and owned it for 20 years before selling to a group of investors. Using my personal designs, my company built over 1,600 oceangoing power and sail yachts, from 28 feet to 48 feet in length. My first design, the Sabre 28, had 580 sloops built in its production run, and it went on to be inducted into the American Sailboat Hall of Fame. This was the first of my 14 designs for my company. I continue to share my love of boatbuilding by giving shipyard tours at MMM. I was able to share the shipyard’s story with 300 visitors over the summer. I have also served as chairman of the National Sailing Industry Association, which was a division of the National Marine Manufacturers Association and was director of this



Roger Hewson with a half model of Sabre 28.

parent organization, the National Marine Manufacturers Association.”



### Marty Lakeman, Former Trustee: BIW employee for 31 years

“The picture of me was taken in the BIW Rigging Loft in 1981. The shipyard was having an open house so there were photos similar to this throughout the shops. I worked in

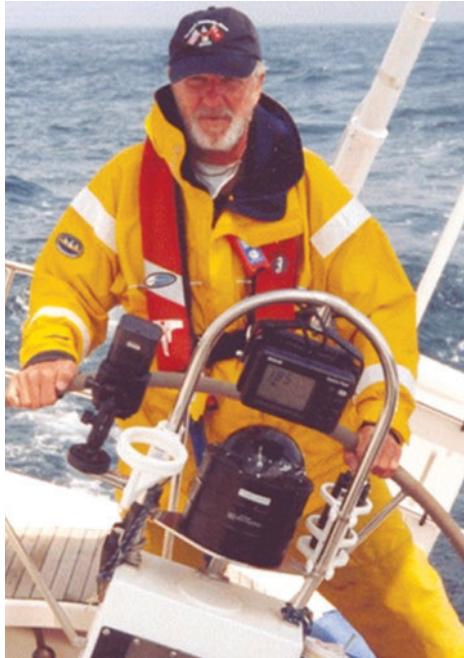
the Rigging Loft as a Ship’s Rigger and later as a Front Line Supervisor. I just retired as Director of Outfitting Trades in December 2016.”

### Albert Paisley, Administration Volunteer: US Navy, Supervisor of Shipbuilding, Conversion, and Repair (SUPSHIP) for 35 years

“I was involved in new construction, managing overhauls and repair shipyard periods, maintenance availability planning for active ships and ship disposal. I have been in a lot of shipyards all over the U.S. My most interesting project was being part of the team that restored the *USS Samuel B Roberts*, FFG-58 after she hit a mine in the Persian Gulf. The entire engine room was replaced by cutting out the old one and sliding a new one (over 300 tons) in place, jacking it up and welding it. A blind lift of the new engine room was required to get it onto the rails in the dry dock. That was accomplished by a 900-ton floating crane.”

### Bob Fritz, Percy and Small Guide: Founded Compass Rose Yacht Delivery, LLC

“Sitting on a trailer in Mamaroneck, N.Y., between a couple of dreary office buildings was an old wooden Star Class sailboat looking very much the worse for wear. In my



13-year-old mind, Stars were the sailboats of my dreams. I had to have this boat, and savings from my paper routes were sufficient to pay for her. She had been ashore for several years and had dried out, but was free of rot. Upon launching she barely floated, but after 24 hours hanging on the hoist, she had swelled to where she barely leaked. However, when under sail, the garboards opened slightly as the boat heeled and copious water entered. The 6 frames supporting the 900-pound iron keel were cracked and needed to be replaced. Prior to removing the keel bolts, my Dad and I made a pattern of the curvature of the bottom planking at each frame before removing the old frame. We then cut and installed a new oak frame at that position. Before reinstalling the keel, we inverted the hull, routed and spined the garboard seams. Then back on the trailer and reinstallation of the keel. Our next project was to replace the canvas that covered the deck planking with new canvas, and the last project was to refinish the very rusty keel. After painting the deck, hull, and keel, she was launched. After the initial swelling, the bilge was dry. The long winter project was very educational and enhanced my love of wooden boats."

#### **Rick Cliffe, VSA, Percy and Small Guide, Boatshop: BIW – 11 years; National Steel and Shipbuilding Company – 11 years; Civilian Navy – 14 years**

"I came to Bath in 1982 when BIW won the contract to be a second source on the Ticonderoga (CG 47) Class cruiser. The first ship built at BIW was the USS *Thomas S. Gates* (CG 51). These cruisers were equipped with the AEGIS Combat System which is still one of the most sophisticated and lethal in the world. My first job at BIW was to ensure that the combat system, which was supplied by what is now Lockheed Martin, was correctly and completely integrated into the ship. The *Gates* was commissioned by the Navy in August 1987.

"But before the *Gates* was complete, BIW got involved in another AEGIS ship, the *Arleigh Burke* (DDG 51) Class destroyer. We won the contract for detail design and construction in early 1985 and I was one of 11 BIW engineers/planners who spent almost two years in New York City working with Gibbs & Cox who had a long history of designing BIW ships. My role was again integration of the combat system into the ship. But it was more complicated because the *Burke* "ship" (hull, propulsion, electric plant, etc.) was actually "designed around the combat system." A good example is the deckhouse where the entire structure was designed to fit the four huge AN/SPY-1D radar arrays and the waveguide system that connected them to the electronics.

"Two of the most moving experiences of my career involved the *Burke*. The first was launch in September 1989. With thousands of spectators, including 200 flag officers and Admiral Burke, in attendance Mrs. Burke broke the champagne bottle to slide her down the inclined ways and into the Kennebec. The second was the July 1991 commissioning on the waterfront in Norfolk, Virginia where Admiral Burke stood in the rain in front of thousands of sailors in dress uniform and civilians in their best attire and welcomed the world's most advanced surface combatant into the fleet. I'll never forget the spectacle of the *Burke*'s crew, in their dress whites, running up onto the ships and taking their general quarters positions."

13-year-old mind, Stars were the sailboats of my dreams. I had to have this boat, and savings from my paper routes were sufficient to pay for her. She had been ashore for several years and had dried out, but was free of rot. Upon launching she barely floated, but after 24 hours hanging on the hoist, she had swelled to where she barely leaked. However, when under sail, the garboards opened slightly as the boat heeled and copious water entered. The 6 frames supporting the 900-pound iron keel were cracked and needed to be replaced. Prior to removing the keel bolts, my Dad and I made a pattern of the curvature of the bottom planking at each frame before removing the old frame. We then cut and installed a new oak frame at that position. Before reinstalling the keel, we inverted the hull, routed and spined the garboard seams. Then back on the trailer and reinstallation of the keel. Our next project was to replace the canvas that covered the deck planking with new canvas, and the last project was to refinish the very rusty keel. After painting the deck, hull, and keel, she was launched. After the initial swelling, the bilge was dry. The long winter project was very educational and enhanced my love of wooden boats."

**Thank you to all the MMM volunteers who contributed to the 50 Forward Campaign! Your generosity helps keep us afloat! Your donations will be used to support stewardship, preservation & education reserves, *Into the Lantern: A Lighthouse Experience* exhibit, children's education, and campus improvements.**



#### **Weddings at Maine Maritime Museum**

Create your perfect wedding on the banks of the Kennebec River in historic Bath. Have a waterfront ceremony, with cocktails on the lawn followed by a tented reception in the historic shipyard; or drinks on the riverside deck followed by dinner and dancing in Long Reach Hall. Customize your dream wedding with individualized help from our events staff for an evening you'll always remember!

There are still a few great dates available for 2017 and booking for 2018 has begun. For more information please contact Teresa Gandler at [gandler@maritimeme.org](mailto:gandler@maritimeme.org) or 207-443-1316 x351.



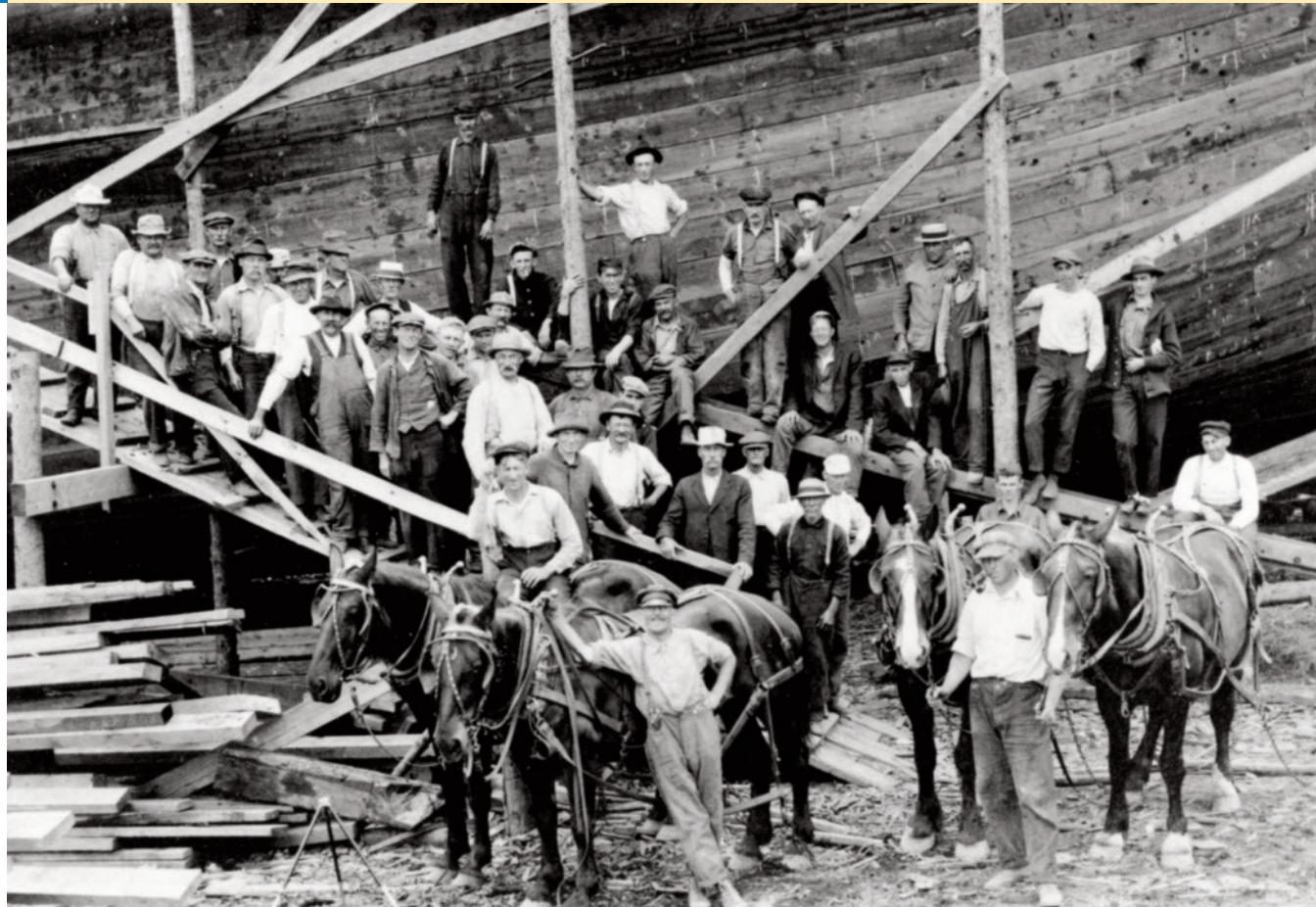
# The Puzzler

## Unsure of the Shipyard



by **Nathan Lipfert**,  
Senior Curator

Here is an image relating to the subject of our current John G. Morse Gallery exhibit, *Through These Gates: Maine Shipyard Photography 1858-2016*. We did not use this image in the exhibit, but it is intriguing. More of these guys seem to be smiling than is usual in a photograph of this period, especially that teamster in the front. It is a group of shipyard workers, posed in front of the hull of a vessel they are building. It may possibly be from the Rockland area, but that is all we know. It comes from a postcard in the collection of Bruce Nelson, and was carefully copied for us in 2002 by Captain Douglas K. Lee. What shipyard? When? What vessel? If you think you know any of the answers to this one, please contact Senior Curator Nathan Lipfert at [lipfert@maritimeme.org](mailto:lipfert@maritimeme.org), or 207-443-1316 ext. 328, or by mail.



## Last Issue's Puzzler: Remains a Mystery

No one recognized the puzzler picture from the last issue. Ken Young and another gentleman from Friends of Seguin called to say there was a resemblance to a hoisting engine used on Seguin Island to pull supplies up the tramway to the lighthouse. Andreas von Heune called to say it made him think of a quarry operation, with the faintly visible guy wires running to the post at the right. It looks to us to be a bigger operation than a lighthouse. A quarry is a possibility, although nothing in the picture clinches the idea. Our minds are still open.



## Expanded Member Benefits

We know that there are lots of great organizations out there that deserve support. If you're a Maine Maritime Museum member, we thank you for choosing to support us. **And to show our appreciation, we've expanded our membership benefits!**

Every time members at the Sustaining (\$150) level bring two guests to the museum, those guests receive FREE general admission and discounted rates on all cruises and trolley tours.

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If you're not a member or want to upgrade to take advantage of all the great perks, join online at [MaineMaritimeMuseum.org](http://MaineMaritimeMuseum.org) or by using the form to the right. **Your membership makes a difference—thank you!**

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243 Washington Street, Bath, ME 04530  
Dues and other contributions are tax deductible as provided by law.